SELECTIONS

FROM THE

RECORDS OF THE GOVERNMENT

OF THE

PUNJAB AND ITS DEPENDENCIES.

NEW SERIES—NO. XVIII.

A REPORT

ON THE

TRANS-BORDER TRADE OF THE BANNU DISTRICT,

BY

R. UDNY, B.C.S.,

OFFICIATING DEPUTY COMMISSIONER.

Lahore:

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BY R. UDNY, ESQUIRE, B. C. S., OFFICIATING DEPUTY COMMISSIONER.

No. 1062 S., dated Lahore, 17th October 1881.

From—F. C. CHANNING, Esquire, Settlement Secretary to Financial Commissioner, Punjab,
To—The Secretary to Government, Punjab.

IN continuation of this office No. 622 S.—4289, dated 18th June last, I am directed to submit a copy of Commissioner, Derajat's No. 284, dated 3rd October, with its enclosures in original, forwarding the foreign trade report of the Bannu district for the year 1880-81; and to remark that the report shows that Mr. Udny has thoroughly studied the foreign trade of Bannu, and has written a most complete and careful report.

No. 284, dated 3rd October 1881.

From—Lieutenant-Colonel E. L. OMMANNEY, Offg. Commissioner and Superintendent, Derajat Division,
To—The Settlement Secretary to Financial Commissioner, Punjab.

WITH reference to your No. 50 S.C., dated 28th July last, I have the honor to forward foreign trade report and returns of the Bannu district for the year 1880-81, and to state that the report is in great detail, thorough, and interesting.

2. Copy of a letter No. 516, dated 22nd ultimo, from Mr. Udny, is enclosed for information.

No. 516, dated 22nd September 1881.

From—R. UDNY, Esquire, Deputy Commissioner, Bannu,
To—The Offg. Commissioner and Superintendent, Derajat Division.

I HAVE the honor to submit the annual foreign trade returns of this district for the year 1880-81, together with the note prescribed by the Financial Commissioner's Circular No. IV—S, dated 24th

February last. In consequence of a telegram received from the Secretary to Financial Commissioner in June or beginning of July that the foreign trade report of the Province had gone in to Government, I put aside these returns as already too late to be of any use; but I now forward them in compliance with your No. 699, dated 3rd ultimo, enclosing a copy of Financial Commissioner's Settlement Secretary's No. 50 S.C., dated 28th July. It was impossible for me to submit them with a report in time for incorporation in the provincial statements, as I did not return from the Mahsúd expedition till the 21st May; and during the remainder of that month and June more important reports and a great mass of arrears of current district business claimed my first attention. As this will probably be the last occasion of my furnishing the annual returns from this district, I have taken the opportunity now to embody in the accompanying note all the information I have been able to gather bearing on the foreign trade of Bannu. The information about trade routes may also prove useful in the event of any future military operations.

Note on the Foreign Trade of the Bannu District, by R. UDNY, Esquire, Deputy Commissioner, Bannu.

General view of the Bannu foreign trade.

THE foreign trade of the Bannu district is confined to the independent hills bounded by the Kurram Valley on the north and the Mahsúd hills on the south, including the valleys of Khost and Upper and Lower Dáwar, and extends westward as far as Urgún, or Urgín, at the source of the Mastito, or northern branch of the Tochi stream.

For the people of this region Edwardes-abad is in ordinary times the mart to which the whole of their surplus products tend, comprising tobacco, ghi, sheep's wool, raisins, apples, pistachio nuts and pine-seed kernels (chilghozas), pomegranates, dried mulberries, mung dal, cummin seed (kálajira), iron, fir-poles (ballis) for roofing, and mazri-matting.

In exchange they obtain from Edwardes-abad, either directly or indirectly, everything required for their own consumption which they cannot produce themselves, *viz.*, English and Indian piece-goods, sugar (in various forms), silk, oil, turmeric, soap (for washing clothes and for softening the thread used in weaving country cloth), indigo and spices (pepper, cardamoms, aniseed, &c.)

There is no through trade to Kabul, and, with the exception of Khost and Urgún itself, which marks the eastern limit of the Amir's authority in that direction, the whole of the area I have described is inhabited by independent tribes.

The Dáwar trade.

Routes and carriers to the Lower Valley.

2. For the Dáwar trade, which is the largest of all, the Baran Pass leaving British territory a little south of the Kurram post is the usual route, the alternative road by the Tochi Pass being exposed to the attacks of marauding thieves. The carrying

trade with Lower Dáwar is chiefly in the hands of the Muhammad Khel Wazírs, who own the country for some miles up the Baran inside the hills, as well as a good deal of land in the plains in front of this pass, for which they pay revenue as British subjects. The Machí Khel section of the Bora Khel Wazírs (a branch of the Mahmít Khel clan), who are independent and live further up the Baran between it and Lower Dáwar, also act as carriers to a considerable extent. These carriers ply from Edwardes-abad to all the more important villages of Lower Dáwar, *viz.*, Haidar Khel, Hassú Khel, Idak and Tapiye. The principal traffic, however, is between Edwardes-abad and Idak, which, besides absorbing a large share of the Lower Dáwar trade, is the chief emporium for that of Upper Dáwar and the hills beyond. The Machí Khels, if engaged at Bannu, invariably carry merchandise right through, and the Muhammad Khels generally do the same; but now and then (especially in the case of goods for Tapiye) the latter only carry as far as the Machí Khel settlements, where they make over their loads to the Machí Khels, who take them on to their destination.

The trade with Upper Dáwar.

3. The Muhammad Khels never carry beyond Idak or Tapiye (which is the westernmost village of Lower Dáwar) except in the beginning of the hot weather, when they are starting for their summer grazing-grounds in the hills about Dande between Upper Dáwar and Khost; but then they do not mind engaging to deliver at the Upper Dáwar villages on their road. The carrying trade between Bannu and Upper Dáwar is therefore done chiefly by the Machí Khels, who either contract at Edwardes-abad to convey merchandise the whole way, or else receive it from the Muhammad Khels at their own villages 3 or 4 miles north of Idak, and take it on into Upper Dáwar by what is known as the Sarghulána route through a pass of that name in the hills north of the Tochi. But this is only when goods are consigned *direct* from Edwardes-abad to Upper Dáwar, where the Bannu merchants have Hindu "ártís" or correspondents of their own, as far as the Mallakh villages. Goods are never consigned *through* from Edwardes-abad to any place west of Mallakh; and with Tindai (on the Tochi), a mile or two beyond Mallakh, Upper Dáwar may be said to end, as this is the westernmost village of the mongrel Dáwar tribe from which the valleys of Upper and Lower Dáwar take their name. Tindai is the extreme point to which the Machí Khel carriers run.

Trade with the hills beyond Upper Dáwar. Importance of Idak as a commercial centre.

4. Above Tindai the Tochi valley and the surrounding hills as far as Urgún are inhabited by various Wazír and other pure Pathán tribes, Jadráns, Tánís, &c., for whom Idak is their sole mart, as they rarely come down to Bannu; and it is this, coupled with the fact that much of the trade with the Dáwar villages between Idak and Tindai is also consigned from Edwardes-abad to Idak only in the first instance, which makes Idak such an important commercial centre.

5. For the carriage of merchandise westward from Idak, the Hindu merchants of that place employ the Palangzai and Skhandar or Sikandar Khel sections of the Bora Khel Wazírs, who live about the Tughrai Tangi on the Tochi, between Upper and Lower Dáwar, and ply through Tughrai up the Tochi as far as Tindai; but, like their Machí Khel kinsmen, they appear not to go beyond Tindai. From Tindai to Márgha (also on the Tochi) the carrying trade is taken up by the Kábul Khel Wazírs (principally the Pípalai and Saifalí sections) of Márgha. Beyond Márgha to Urgún nothing definite is known.

Means of carriage from Idak westward.

6. From Edwardes-abad through to Idak the usual rate charged for carriage by Muhammad Khels and Machí Khels alike is Rs. 2 (Nandrámi) = Re. 1-9 English per Dáwar maund* of 45 seers Lahori weight = 56¼ seers English. When bands of Mahsúd or other thieves are known to be prowling about the road and render it more than usually unsafe, the Machí Khels charge an additional 8 annas or 12 annas (Nandrámi) per maund for badragga, or safe-conduct fees. As a rule, however, the Machí Khels make no extra charge on this account; and when they are competing in the Edwardes-abad market for employment as carriers, the Muhammad Khels, to avoid being under-bid, are obliged to forego "badragga" fees too. But the Machí Khels never ply in the hot weather, and are not always to be had even in the winter. On these occasions, therefore, the Muhammad Khels, who never decline an engagement, can dictate their own terms, and invariably charge "badragga" at Re. 1 to Re. 1-8 or Re. 1-12 (Nandrámi) a maund, the rate being least in the cold weather, when the lower hills are too well peopled to allow of thieves prowling about, and highest in the hot, when these hills are deserted and become a gathering-ground for marauders.

Rates of carriage and safe-conduct charges from Bannu to Idak.

7. The Muhammad Khels are exposed to the risks of attacks from the Torí Khels who touch the Baran on the north, as well as to Mahsúd thieves from the southward; but the Machí Khels have only Mahsúds to fear, as, although the Mahmít Khel clan, to which they belong, have an hereditary feud with the Torí Khel, their own outlying position has obliged them to make friends with the latter, and even to put themselves under their protection as "hamsayahs." Carriers, whether they have received badragga fees or not, are in no case liable to their employers for merchandise stolen by force, but they are bound to defend with their lives the property entrusted to them, and never fail to do so for the sake of their trade, which would soon cease if they proved untrustworthy. Caravans therefore are seldom plundered or even attacked except by Mahsúds or other roving thieves, as the Torí Khels do not often care to begin a blood feud with the Muhammad Khels.

Reasons why caravans are seldom plundered or even attacked.

* This Dáwar maund is the one invariably used for calculating maundage rates of carriage, &c., to Dáwar, Khost and even Thal. The Dáwar seer is one of 35 tolas, and the maund contains 126 of these seers.

8. When the Muhammad Khels, instead of carrying through to Idak, transfer their loads to the Machí Khels, the whole carriage hire between Edwardes-abad and Idak is divided by the two tribes in the proportion of about 5 to 1, so that, if the through rate to Idak is Rs. 2 (Nandrámi) a maund, the Muhammad Khels would take Re. 1-11, and the Machí Khels 5 annas. The rate of carriage from Edwardes-abad to Tindai is about Rs. 4 (Nandrámi) per Dáwar maund, of which, if the merchandise changes carriage at the Machí Khel village, the Muhammad Khels take Re. 1-11 and the Machi Khels Rs. 2-5. But there is no additional charge for "badragga," except what the Muhammad Khels may demand between Edwardes-abad and the Machí Khel settlements. From Idak to Tindai, through the Tughrai defile, the Palangzai and Skhandar Khel carriers charge Rs. 2 (Nandrámi) a maund, of which Re. 1-8 is for carriage and 8 annas goes as a "badragga" fee to the Dangar Khel Pírs who live at the foot of the hills a little north of Tapiye, and who always provide káfilas for Upper Dáwar with safeguards. The Machí Khels when carrying to Upper Dáwar by the Sarghulána Pass also take safe-conducts from these Pírs, but pay the "badragga" fee out of their carriage hire, so that, whether merchandise is consigned direct or through Idak, the cost of carriage and "badragga" from Edwardes-abad to Tindai comes to about Rs. 4 (Nandrámi) per Dáwar maund over and above whatever the Muhammad Khel carriers may charge as "badragga" for their share of the journey. From Tindai to Márgha the Kábul Khel carriers charge Rs. 2 (Nandrámi) a maund inclusive of "badragga;" and another Rs. 2 a maund would probably be sufficient to deliver the goods at Urgún.

Rates of carriage and safe-conducts to Upper Dáwar and hills beyond.

9. The exports from Bannu to Dáwar include all the articles mentioned in paragraph 1. Piece-goods on delivery at Idak are chargeable with the following duties per camel load, of which an account is kept by one of the Hindu merchants of the place appointed by the maliks for the purpose :—

Duties levied in Dáwar on exports from Bannu.

	Nandrámi.
For the village of Haidar Khel	4 annas.
Ditto Hassú Khel (Hassú Khel 2½ annas and Músakkí 1½ annas)	4 „
Ditto Zerakkí and neighbouring hamlets ...	4 „
Ditto Khaddí	4 „
Ditto Idak itself	4 „
For the Hindu "panch" of Idak for distribution to Brahmans in charity	4 „
For the "náik," or Muhammadan patron of the Hindu consignee	4 „
For the men who are appointed by the Pathán community to watch for the arrival of merchandise and to give notice to the Hindu accountant	3 „
TOTAL Re.	1-15-0

These duties are actually realized and distributed when the accounts are made up, which is done about once a year; but if there is a feud in progress among the different villages, which not unfrequently occurs, the account may run on without a settlement for 4 or 5 years, or even more. The item taken by the Hindu "panch" is settled up at longer intervals still, and for the last 5 or 6 years has not been audited or realized at all. The levy of duties in Idak on behalf of other villages is evidently an admission of the fact that Idak is a centre for the importation of piece-goods for the whole of Lower Dáwar; but, after counting every item, the total of Re. 1-15 (Nandrámi) = Re. 1-9 English on a camel load, of which the average value is estimated at Rs. 300 or Rs. 350 (English), is an *ad valorem* duty of very little more than one-half per cent. On all other merchandise delivered at Idak, *e. g.*, gur, spices, &c., the duties are pitched at half the rates levied on piece-goods, and nothing is taken for the other villages of Lower Dáwar. These duties therefore amount to only 6 annas (Nandrámi) per camel load, distributed as under :—

For the "náik" of the consignee	2	annas.
Ditto village of Idak	2	„
Ditto Hindu "panch" of Idak	2	„
Total ...	6	annas.

At Haidar Khel, Hassú Khel and Tapiye, and probably in the Upper Dáwar villages too, an octroi tax appears to be levied on all goods brought into the village for consumption at the same rates as in the case of Idak, *viz.*, 4 annas for the village and 4 annas for the "náik" per camel load of piece-goods and half rates for other merchandise, in addition to the fees of the Hindu "panch," which the Hindu traders arrange among themselves. Piece-goods are said to be also subject to a transit tax of 4 annas (Nandrámi) per camel load for every large village through whose boundaries they travel, though it may be at a great distance from the village itself. Thus Hassú Khel takes toll at this rate on piece-goods for Idak, Hassú Khel and Idak on those for Tapiye, and all three villages on piece-goods for Upper Dáwar, unless the carriers take a wide enough circuit to avoid their limits altogether. Gur and other exports are supposed to be exempt from this transit duty, but the exemption is not always observed.

Imports from Dáwar. Duties levied in Dáwar on these imports.

10. The imports from Dáwar to Bannu include all the articles detailed in paragraph 1, except iron, fir-poles and matting. No duty is levied on any of them when starting for, or in transit to, Edwardesabad, except in the case of tobacco and ghi coming from beyond Idak, which if brought *into* Idak are charged 2 annas per camel load, but are generally allowed to go free if carried past *outside* the village.

11. The Khost trade comes next in importance. The exports from Bannu are the same as to Dáwar. The imports are much the same too, but the principal are tobacco and ghi. Rice is also imported occasionally, when it is sufficiently plentiful and cheap in Khost to allow of its being sold at a profit in the Edwardes-abad market after paying the expense of carriage down.

The Khost trade exports and imports.

12. The roads from Bannu to Khost are four in number, *viz.*—

Routes to Khost.

(1.) By the Baran Pass, *viâ* the Machí Khel settlements and Sarghulána route into the Dande valley occupied by the Bora Khel Wazírs. Ascending northward to the head of this valley, the road then turns to the left (north westward) up the Tsarkhwai ravine, and the easiest route follows this ravine to the Masha or Musha Pass, in the hills of the Gurbuz Wazírs, after crossing which it descends northward through the plain country of the Táni tribe and across the Khost valley to Matún. By turning out of the Tsarkhwai to the right up the Stani ravine two other roads are found; one to the left going over the Sarinda Pass to the east of the Masha, and the other leading to the right by the Darwázai and Shínkai passes still further east. Both these roads descend on Lakkan (Khost); but, though the Sarinda is the best of the two, both are said to be much more difficult than the Masha, and are only used when the latter route is stopped by tribal hostility.

(2.) This route also enters the hills by the Baran Pass, but leaving the Baran a good deal below (*i.e.*, short of) the Machí Khel village, turns off to the right northward across the Shírátála plain occupied by the Torí Khel Wazírs, and keeping the Darveshta mountain on the left hand, strikes the Kaití (or Shámil) stream at a point about 15 miles above its junction with the Kurram river at Zirwám. From this point the road ascends the bed of the Kaití, and, after passing first through the country of the Hassan Khel Wazírs and then of an outlying branch of the Madda Khel Wazírs, enters the Khost valley, among the Lakkan villages of which the so-called "Colonel" Mihrdil Khan is head malik, and in one of which, known as Sher Bazar, caravans from Bannu deliver their goods.

(3.) The Gosa (or Gasárah) route, which, entering the hills between the Baran Pass and the Kurram river, also crosses the Shírátála plain, but strikes the Kaití at a point 4 or 5 miles lower down than route 2, and then ascending the Kaití, follows the same line to Sher Bazar as the latter route.

(4.) The Gumattí route, which, entering the hills by the pass of the same name, follows the road used by Government convoys to Thal during the Kábul campaign, *viâ* Zirwám, the Karangi defile and the Shínkai Warmezhai Kotal, to a point a little short of the village of Razádín (Saifali Kábul Khel), where it crosses the Kurram river and turns southward by a branch of the Wullam Khulla nulla past Spairerogho of the Saifalis, striking the Kaití stream on the left bank at the Torí Khel settlements of Spínwám, about 2 miles above the point where the Gosa route descends into the Kaití on the right bank. This route then ascends the Kaití and follows the same line as routes 2 and 3.

Route 4, or rather that portion of it between the Karangí defile and Lakkan, is the line used for the salt traffic from the Bahádur Khel mines which reaches the Karangí by the Garang, Wallai and Zangarra ravines; but for the trade to Khost from Edwardes-abad this route must always be a circuitous one, as the Gumattí Pass lies much too far to the eastward. If, however, it were possible to go straight up the bed of the Kaití from its confluence with the Kurram a little above Zirwám, the road would be much more direct both for the Bannu trade and for the salt traffic than it now is. But the Kurram is not always fordable at Zirwám; and the Kaití bed between Zirwám and the point where the Gosa route strikes it is so rugged and contracted that it is impassable for laden animals or even for horsemen.

Of the four routes the Gosa, No. 3, is the shortest and most direct, but part of it is passable only for bullocks or ponies, so that for all large caravans in which camels are employed the only routes are Nos. 1, 2 and 4.

Carriers between Bannu and Khost; and the reasons which lead them to choose different routes.

13. The carrying trade between Bannu and Khost is in the hands of the following Wazír tribes: (1) Muhammad Khels (British subjects); (2) Machí Khels; (3) Hassan Khels (another branch of the great Mahmít Khel clan); and (4) Umarzais (British subjects).

The Machí Khels being on bad terms with the Hassan Khels are debarred from routes 2 and 3 which pass through the Hassan Khel country, and invariably use route 1, either carrying through from Edwardesabad to Matún or Lakkan, or taking over from the Muhammad Khels at their own settlements.

Neither will the Bora Khel Wazírs permit the Muhammad Khels to use route 1, except in the beginning of the hot weather, when the Muhammad Khels, if they are taking their families and flocks up for the summer to the hills about the Dande valley, are generally in sufficient force to push a caravan across the Masha Pass if they choose. But this route on account of its length is not one which the Muhammad Khels would ordinarily select in any case; their trade is therefore conducted by routes 2 and 3, except on the very rare occasions when the presence

of large bands of thieves o hostilities with the Torí Khels may compel them to take route 4 through the Gumattí Pass. As a rule the Muhammad Khels carry right through from Bannu to Lakkan (Sher Bazar), but sometimes they hand over their loads at the Hassan Khel settlements to be taken on to Khost by the Hassan Khels.

The Hassan Khels themselves, if they come into Edwardes-abad at all, always carry through to Lakkan; but their feud with the Tori Khels debars them from routes 2 and 3 and confines them to route 4, which enables them to keep outside Torí Khel limits, though, in order to do so, they are obliged to avoid Spínwám and cannot strike the Kaití till they reach their own boundary. During the last two years, however, they have been afraid to venture down to British territory because they were implicated in the raids committed in 1879 and 1880 on Thal and the Kurram valley by allowing the raiders to pass through their limits. This matter has now been settled with them, and they will probably resume the carrying trade next cold weather.

The Umarzais use only route 4, being shut out like the Muhammad Khels from route 1, and not caring to avail themselves of routes 2 or 3 because this would render them liable for "mírai" (transit dues) to the Muhammad Khels, whereas the Gumattí Pass is partly their own and entails no such liability. So averse indeed are the Umarzais to paying toll that, in consequence of an increase in the rates of "mírai" demanded by the Khujjal Khels of Zirwám, they have lately taken to avoiding Zirwám altogether, and now find their way from the Gumattí Pass to the Karangí defile by a road which runs past the village of Gumattí (inside the hills) almost due north through the Garang and Wallai ravines.

Rates of carriage and transit dues between Bannu and Khost.

14. The cost of carriage from Edwardes-abad to Sher Bazar varies with the amount of competition among carriers, but averages about Rs. 3-8 (Nandrámi) per maund; the rates being highest for piece goods and lower for gur and other commodities. The Torí Khels of Shírátála, as a rule, demand no transit dues; but if they do, the carriers pay them a small lump sum for the passage of the whole caravan, which they afterwards recover from their Hindu employers, this sum being computed at no fixed rate, but varying from Rs. 5 to Rs. 15 or Rs. 20, according to the size of the caravan. The same custom prevails when the Muhammad Khels take a "káfila" through the Hassan Khel and Madda Khel country, but here a toll is always demanded and paid unless the Muhammad Khels transfer their merchandise to the Hassan Khels for the latter to carry on to Lakkan, in which case the Muhammad Khels pay the Hassan Khels half of whatever carriage hire or "badragga" they have received for the whole distance; and the Hassan Khels again, if they only pass on the loads to the boundary of their next neighbours, the Madda Khels, pay the latter one-third of what they received from the Muhammad Khels on condition of the Madda Khels delivering the goods at Sher Bazar. I am not aware what transit dues are claimed on route 1, but they are probably very light. On route 4 toll is

taken by the Khujjal Khels of Zirwám, who used to charge 2 annas per camel load and one anna per bullock load for all kinds of merchandise; but since the commencement of the Kábul war the road through Zirwám from Bannu to Thal has been so much frequented, that the Khujjal Khels raised their rates to 8 annas per camel load of piece-goods, 4 annas for a camel load of gur, &c., and 2 annas per bullock load of any kind. Other minor sections on this road (*e. g.*, Khúniya Khels) also began to demand a tax; but now that the war has come to an end the tolls will probably return to their old rates and, as before, be claimed by Khujjal Khel alone.

Duties levied in Khost on the part of the Kábul Government.

15. The only dues charged at Sher Bazar or Matún are those demanded by the Naib or Deputy Governor of Khost on the part of the Amir. Before the late Kábul war these amounted for piece-goods to Re. 1, 8 annas, or 4 annas per camel, mule, or bullock load, and 4 annas, 2 annas, or 1 anna per load of all other exports from Bannu. Once these duties had been paid either at Lakkan or (in the case of goods taken over the Masha Pass) at Matún, exports from Bannu seem to have been free of the whole valley and liable to no further charge. On imports of all kinds proceeding *towards* Bannu, the Naib, it is said, used to levy a tax at Lakkan of 4 annas, 2 annas, or 1 anna per camel, mule, or bullock load. But since the beginning of the war, when the Amir's authority ceased and his Governor was withdrawn, nothing seems to have been charged either on exports or imports. This freedom of trade is reported still to continue, though a Naib was re-appointed on the part of the Amir's government last spring; but the Khost trade has been very small as usual during the hot weather, and the old duties will probably be introduced again in the winter.

The Thal and Kurram trade not a purely foreign one, though registered as such.

Exports and imports.

16. After Dáwar and Khost the trade with Thal and the Kurram valley stands third in rank. Thal of course is in British territory (Kohát district), and a portion of this trade goes to supply the wants of the Bangash Patháns of the Upper Miranzai valley, who are British subjects. This therefore is not a purely foreign trade; but the remainder of the traffic, though it passes through Thal as an emporium, consists of exports and imports from the Toris of Upper Kurram and the nomad Ghilzais who come down in the cold weather to pasture their flocks in the Kurram and Miranzai valleys. The direct road, too, from Bannu to Thal, *viâ* the Gumattí Pass, lies almost entirely through independent territory. It has therefore been the practice to register this trade as a foreign one. The exports from Bannu consist of the articles already noted against Dáwar and Khost. Before the Kábul war these exports were more or less nearly balanced by an import trade of ghi, raisins, "sak" (the rind of the pomegranate fruit used in dyeing), &c., &c.; but during the war—probably because such articles found a nearer and better market among the troops in Kurram and Thal itself—these imports ceased, and the exports have been paid for entirely in cash, which was forwarded

to Bannu either in silver through the Khattak country, *viâ* Míyánjí Khel, or by supply bills drawn on Edwardes-abad at the Thal treasury. Now, however, that Kurram has been evacuated, this import trade may be expected to recommence.

Routes and carriers between Bannu and Thal.

17. The routes between Edwardes-abad and Thal are (1) through the Khattak country *viâ* the Manzallai Pass (north of Bahádur Khel) and the village of Míyánjí Khel, and (2) by the Gumattí Pass through the independent hills, *viâ* Zirwám.

The first of these routes is circuitous, but lies entirely in British territory, and is the one used by the Míyánjí Khel Syads who do a great deal of the carrying trade. The Umarzai Wazírs of Bannu, who share this trade with the Míyánjí Khels, also frequently travel by route (1) on account of its security and freedom from transit dues. But route 2 (which was the road opened for Government convoys during the Kábul campaign) is far more direct and is used by the Umarzais as well.

Rates of carriage, &c., from Bannu to Thal.

18. The rate of carriage from Edwardes-abad to Thal, *viâ* Míyánjí Khel, varies at present from Rs. 2 to Rs. 2-8 (English) per maund of 45 Lahori seers, and there are of course no "badragga" or other tolls. This therefore regulates the charge by route (2) *including* "badragga," &c. The transit dues claimed on the latter route by the Khujjal Khels of Zirwám are the same as they levy on the Khost trade (paragraph 14); and the Umarzais, if they wish to avoid these dues, follow the cross-country road from the Gumattí Pass to the Karangí, which they use for the same purpose when travelling to Khost (paragraph 13). North of the Karangí and Shínkai Warmezhai Kotal, route (2) passes through the territory of the Maliksháhí and Kábul Khel Wazírs; but these sections seem to have no fixed custom of demanding toll, and if it is claimed at all, the rate is a good deal lighter than at Zirwám.

Confusion in the returns between the Kurram and Gumattí routes. An attempt will be made in future to distinguish the Dáwar from the Khost trade by the Baran Pass, and the Khost from the Kurram trade by the Gumattí.

19. In the statistical returns I observe that trade with Khost by route (4), or with Thal by route (2), seems to be entered in a column headed "Kurram route," while a separate column which is provided for the Gumattí route contains scarcely any entries at all. But, as a matter of fact, there is no road up the Kurram river except that which enters the hills by the Gumattí Pass. Such a distinction, therefore, is misleading, and I have given directions that the heading "Kurram route" should be abolished. All trade at present entered under it will be recorded in future under the Gumattí Pass, but an attempt will be made by opening two sub-columns to distinguish between the trade with Khost and the trade with Thal. In the same way the column headed "Baran route" will be sub-divided so as to show the Khost separately from the Dáwar trade. No doubt some

trade travels through the Baran and Gumattí Passes which belongs neither to Dáwar, Khost, nor Thal; but this is probably so inconsiderable that there will be no great inaccuracy in recording all trade by these passes under one or other of the sub-heads I have mentioned.

Local trade with the independent tribes immediately adjoining our border.

20. The hill tribes which do not come down to Bannu habitually themselves obtain what they require in the shape of piece-goods, sugar and other Bannu exports from the marts of Dáwar, Khost and Thal in exchange for their own products, which the Hindu merchants at these centres forward to Edwardes-abad as imports. Commerce of this kind therefore is included in the trades I have already discussed. It remains to notice briefly the trade with those independent tribes who live in immediate proximity to our border, and who bring their products into the Bannu market direct without the intervention of dealers or carriers. Every pass of course along the frontier has some traffic of this description, but it is generally too trivial for remark. The *recorded* exports are in most cases little more than nominal, as the hillmen carry away the proceeds of their imports either in cash or in commodities for their own use (*e. g.*, cloth) of so portable a nature that they are very apt to escape registration. The imports are more bulky and are usually registered, but only two passes, as a rule, show an amount worth noting, *viz.*, the Khaisor Pass, south of the Tochí, and the Tangí Pass, 2 or 3 miles east of the Gumattí. The imports by the Khaisor during the last 4 years have averaged Rs. 45,000 annually, consisting principally of fir-poles for roofing (ballís), matting and rope made from the "mazri" or dwarf palm, and iron, which are all brought down by the Torí Khel Wazírs who live in this pass and have a practical monopoly of its trade. A great deal of the iron used to go to Kálábágh, where buckets and other vessels of that metal are extensively made; but much less has been imported of late years, and the Kálábágh manufacturers now obtain their material by boat up the Indus from Kurrachee in the form of plates taken off iron ships broken up there or at Bombay. The imports by the Tangí Pass, of which the average annual value since 1877 has been Rs. 14,500, consist almost entirely of firewood and an article known in the local Pashtu as "tamman." The latter seems to be a very impure compound of carbonate of soda, and is obtained from the branches and woody portions of a bush commonly found in the hills east of the Kurram river, either by simple pounding which produces an inferior white quality employed in washing cloth, or by calcining with fire which turns out a rather better black quality used for dyeing. Firewood is brought in by the Umarzais, Khúniya Khels and Gangi Khels; "tamman" by Umarzais, Suddan Khels and Bizzan Khels. The only other imports of any consequence are sheep, which the Wazírs of British territory and the nearer hills buy in considerable numbers from the more remote pastoral tribes, such as the Mahmít Khel, Torí Khel, Gurbuz, &c., to sell in Bannu at the Friday fair. Most of this live-stock comes down by the Gumattí Pass, the Umarzais being the principal dealers; but the Payanda Khels, Muhammad Khels and Khúniya Khels also buy and import sheep, while the Torí Khels often bring in their own.

Causes of the great excess of exports over imports during the last two years.

21. The Financial Commissioner has asked for any trustworthy information calculated to explain the yearly increasing excess of exports over imports and the extent to which adjustment is effected by the import* of currency or bullion. In the Bannu district, as I stated in my report for last year, no such excess occurred previous to the Kábul war, when the imports were always much larger than the exports, but the reverse excess which was observed for the first time in 1879-80 has been still more marked in 1880-81, and I have been at some pains to trace the causes. This excess is due to a decrease in imports as well as an increase in exports, and these fluctuations require to be discussed separately, though the latter is the more noticeable. The former was undoubtedly caused chiefly by a diversion of trade from Bannu towards the British camps in the Kurram valley, where a better, and in some cases a nearer, market was opened for hill commodities. But this market, though excellent for selling in, was not one for the supply of the articles in demand beyond the border, which, as before, could only be procured at Edwardes-abad. While, therefore, a large share of the hill products turned aside for sale in Kurram, the money thus acquired found its way down to Bannu in payment for the necessaries which used to be obtained by an interchange of imports, and the flow of coin which had hitherto been towards the hills owing to an excess of these imports over exports was thus reversed. That this was the actual case is proved not only by the large import of coin in "káfilas" by the usual trade routes like any other commodity, but from the fact attested by the principal merchants here, that a great deal of this coin was in Government currency, whereas before the war the circulating medium in the hills consisted almost entirely of Nandrámi (*i. e.* Kábuli) rupees. Another cause assigned for the decrease in imports is that some hill products, such as raisins and "chilghozas," have been less plentiful during the last two or three years, and that the outturn of ghi has been affected by cattle disease which prevailed in 1879, while sheep's wool, which used to be largely imported from Dáwar to supply a demand from down-country, is now imported in much smaller quantities, because this demand has ceased of late years. These, however, I suspect are very minor causes. On the other hand, there can be no doubt that the increase in exports is mainly due to the influx of money into the hills resulting from the high prices obtained for imports in Kurram, which has enabled the people to buy of us far more extensively than before. There is probably some foundation too for another reason which has been given—that during the war the residents of Dáwar and other independent tribes have been chary of visiting Bannu to make their own purchases, lest reprisals should be made on them for the numerous offences committed about Thal and Kurram; and thus articles which would otherwise have escaped registration because they were obtained at Edwardes-abad by retail have gone to swell the registered exports of trade caravans for sale beyond the border.

* The word used in the Circular is "export," but I presume this is a clerical error.

Abstract Statement showing the gross value of Articles crossing the Punjab Frontier in the Bannu District by each route or pass from 1st April 1880 to 31st March 1881.

IMPORT.

NAME OF MONTH.	Route Baran Kalan.	Route Khisora.	Route Tangi.	Route Kurram.	Route Nugram.	Route Gosa.	Route Khandi.	Route Gumatti.	Route Tochi.	TOTAL.
	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.	Value. Rs.
April 1880 ...	2,164	2,579	770	256	...	40	...	...	...	5,809
May " ...	8,684	1,893	260	174	...	200	...	...	...	11,211
June " ...	152	1,286	176	206	...	238	...	54	...	2,112
July " ...	1,235	2,974	493	292	10	268	...	...	...	5,272
August " ...	200	2,753	576	272	...	344	...	...	...	4,145
September " ...	6,321	4,533	536	372	...	430	...	...	...	12,192
October " ...	11,926	4,799	1,422	728	...	652	...	...	...	19,527
November " ...	5,216	2,348	879	738	2	670	...	...	16	9,869
December " ...	6,445	4,994	1,785	518	96	660	...	...	...	14,498
January 1881 ...	7,485	6,028	1,555	664	32	914	8	...	...	16,686
February " ...	5,400	4,990	1,814	574	...	630	48	...	...	13,456
March " ...	7,022	6,722	984	514	...	898	56	...	94	16,290
TOTAL ...	62,250	45,899	11,250	5,308	140	5,944	112	54	110	1,31,067

BANNU:
The 15th April 1881.

R. UDNY,
Offg. Deputy Commissioner.

Abstract Statement showing the gross value of Articles crossing the Punjab Frontier from the Bannu District by each route or pass from 1st April 1880 to 31st March 1881.

EXPORT.

NAME OF MONTH.		Route Baran Kalan.	Route Kurram.	Route Khisora.	Route Gosa or Gasara.	TOTAL.
		Value.	Value.	Value.	Value.	Value.
		Rs. A. P.	Rs. A. P.	Rs.	Rs.	Rs.
April 1880	...	21,378 0 0	...	...	60	21,438
May „	...	10,739 0 0	21,662 0 0	...	...	32,401
June „	...	30,627 0 0	...	...	...	30,627
July „	...	17,503 0 0	560 0 0	...	...	18,063
August „	...	45,974 0 0	...	...	...	45,974
September „	...	11,676 0 0	...	...	...	11,676
October „	...	26,692 0 0	...	110	...	26,802
November „	...	10,288 0 0	8,216 0 0	...	...	18,504
December „	...	18,793 0 0	...	...	...	18,793
January 1881	...	6,014 0 0	60 0 0	...	...	6,074
February „	...	21,258 0 0	120 0 0	...	...	21,378
March „	...	9,797 8 0	18,048 8 0	...	...	27,846
TOTAL	...	2,30,739 8 0	48,666 8 0	110	60	2,79,576

BANNU:
The 15th April 1881.

R. UDNY,
Offg. Deputy Commissioner.

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